

Lamoille Newsdealer.

CHAS. C. MORSE, Editor.

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Number 39

Lamoille Newsdealer:

PUBLISHED EVERY WEDNESDAY,

BY

CHAS. C. MORSE.

Business Cards.

Hotels.

DRUNKEN HOTEL.

DRUNKEN HOTEL, PROPRIETORS.

Hardwick, Vermont.

The house has been thoroughly refitted. Con-

venient to any part of the country at short no-

tion. The most reasonable terms.

3991

AMERICAN HOUSE,

HYDE PARK, VT.

J. L. NESMITH, PROPRIETOR.

Respectfully on the temperance principle. Only

a few rods from the Spring. Boarders by the week

take on the most reasonable terms.

3991

Attorneys.

OMER C. IRISH,

Attorney and Counselor at Law.

113 JOHNSON, VERMONT.

BINGHAM,

Attorney and Counselor at Law.

Hyde Park, VT.

Office in Post-Office Building.

H. H. KENFIELD,

Attorney at Law and Solicitor in Chancery.

Hyde Park, VT.

General Insurance Agent; Fire, Life, Acci-

dent, Life and Accident combined, and Live Stock

Insurance. Also a general agent for the sale of

life insurance in the United States.

Office in the Court House.

JOHAN & WATERMAN,

Attorneys at Law and Solicitors in Chancery.

Hyde Park, VT.

Particular attention given to the collection of all

debts against the Government, widows, invalids

(other pensions, bounties, back-pay, &c.)

W. H. HENDREE,

Attorney at Law and Solicitor in Chancery.

Morrisville, VT.

Office in Masonic Building.

LOWERS & GLEED,

Attorneys at Law and Solicitors in Chancery.

Morrisville, VT.

(Office formerly occupied by Hon. T. Gleed.)

W. H. HENDREE,

Attorney at Law and Solicitor in Chancery.

Morrisville, VT.

Also Licensed as a Claim Agent.

Physicians.

W. H. STOWE, M. D.,

Physician and Surgeon.

Office over Chas. Crane's Store.

HYDE PARK 9 VT.

DAVID RANDALL,

Physician and Surgeon.

Hyde Park, VT.

Office at the residence of Henry J. Lilley. Will

practice in Hyde Park and vicinity.

H. H. GROVER, M. D.,

Physician and Surgeon.

Hyde Park, VT.

Office at his residence, two doors from the Church.

DE J. HALL,

Physician and Surgeon.

Office at residence, North side of Academy Park,

Morrisville, VT.

Licensed Auctioneers.

A. WINNELL,

Deputy Sheriff, Licensed Auctioneer and Detective.

Hyde Park, VT.

All calls promptly attended to.

J. M. PARKER,

Deputy Sheriff and Licensed Auctioneer.

North Hyde Park, VT.

Dentists.

DENTAL NOTICE.

The subscriber, having retired from the firm

of W. & R. G. Gilbert of Montpelier, will

continue the practice of Dentistry, in all its

branches, at MORRISVILLE.

Whereas good work will be furnished at reason-

able prices, and can be obtained anywhere in the

county. And I shall hereafter keep my office open

under the FIRST TEN DAYS OF EACH

MONTH, but shall be away from home more or

less of the remainder of the time.

GEORGE C. ARMS,

FOREIGN & AMERICAN MARBLE.

MONUMENTS AND GRAVESTONES.

In Every Variety of Design and Material. Shop

near the Passenger Depot, Waterbury, Vt. Will

make it an object for persons from abroad to come

to Waterbury to buy their Marble.

The highest cash price paid for all kinds of Ship-

ping Pars.

C. A. A. ANDREWS,

Plain and Ornamental Painter.

North Hyde Park, VT.

After seventeen years experience, Mr. Andrews

feels confident that he can give satisfaction to all

who may employ him in the line of his trade.

Home and sign painting of all kinds done in the

best style. Materials furnished if desired, at low

estimates.

[3991]

LUMBER!!

In addition to my former business, I intend

to keep on hand a fair assortment of such

as is usually wanted for building purposes, and

PLANED AND ROUGH LUMBER

as is usually wanted for building purposes, and

all of which I shall try to sell at reasonable

prices.

C. S. PAGE.

Hyde Park, Oct. 21, 1869.

A COUGH, COLD, OR SORE THROAT

Requires immediate attention, as

neglect often results in an incurable

Lung Disease.

BROWN'S BRONCHIAL TROCHES.

Brown's Bronchial Troches

will most invariably give instant relief. For

BRONCHITIS, ASTHMA, CATARRH, CONSUMPTION, AND

THROAT DISEASES, they have a soothing effect.

SINGERS AND PUBLIC SPEAKERS use them to

clear and strengthen the voice.

Owing to the good reputation and popularity of

the Troches, many worthless and cheap imita-

tions are offered, which are good for nothing.

Be sure to obtain the TRUE

BROWN'S BRONCHIAL TROCHES.

SOLD EVERYWHERE.

ST. JOHNSBURY (VT.) FILE WORKS

(ESTABLISHED 1860.)

JAMES NUTT, PROPRIETOR.

Reference: E. & T. Fairbanks & Co., St. Johnsbury;

H. A. Alden, Esq., M. M. C. & F. R. R. Lyndonville;

N. L. Davis, Esq., M. M. C. & F. R. R. Lyndonville;

R. H. Rutland; and Branches at Brandon, Gage,

Porter & Co., Fisherville, N. H.

SHIRLEY & PENNOCK, Hop Merchants.

A Good Supply of

AMERICAN AND FOREIGN HOPS

Constantly on hand and for sale at the lowest

prices. Also Hops suitable for pressing.

No. 21 Haverhill Street, Boston, M.

S. M. SHIRLEY, S. M. PENNOCK.

REPORT

Of Chief Engineer A. C. Mitchell,

Lamoille Valley R. R.

READ AT THE STOCKHOLDERS' MEETING

HOLDEN AT HYDE PARK, AUG.

NINTH, 1870.

To the President and Directors—

GENTLEMEN:

In October last, whilst in charge of a

party making surveys for the Montpelier

and St. Johnsbury R. R., I was appointed

Chief Engineer of all the roads which

constitute the Western Division of the

"Portland & Ogdensburg Trunk Line."

I have the honor to submit the follow-

ing Report of the operations of this de-

partment, for the stockholders, so far as

they concern your road.

Upon the very day of my appointment,

I was instructed to advertise for letting

some forty-seven (47) miles of your road.

The final location for this distance had

not yet been completed, two parties of

Engineers being still engaged upon it,

and the largest part of it I had never

seen. But time was pressing, and it was

thought desirable to have so much of the

road under contract, before snow covered

the ground. The time intervening be-

tween that and the letting was occupied

by me in making such examination of the

ing the winter was confined to that por-

tion of it west of the diverging point of

what came to be very familiarly known,

as the North and South lines through

Highgate.

When the snow left, Mr. Rust, who

had meanwhile taken charge of this Di-

vision as Resident Engineer, was instruct-

ed to make a thorough re-survey of both

lines, to make such changes as would tend

to reduce the cost of either, and to esti-

mate as carefully as possible the quanti-

ties of each class of work upon both routes.

This was done and the estimates pre-

sented to you at your meeting in High-

gate, in May. And in regard to these

estimates I am happy to say that I do

not entertain a doubt of their substantial

correctness. I am satisfied that nothing

but the actual cross-sections, made for con-

struction, could give the quantities with

more accuracy.

The quantities given upon the two routes,

it only remained to multiply these by

contract prices to arrive at the cost of

each line. When this was done, it was

found that the first cost of building the

longer line was, in round numbers, some

thirty-six thousand dollars (\$36,000) less

than the other, and it was adopted.

It is to be borne in mind that this esti-

mate of first cost is based upon the hypo-

thesis that both lines stand alike as to fa-

cility of construction, that probably the

same difficulties or the reverse would be

encountered upon each, and that the char-

acter of the material to be moved is the

same upon both. Such is not the fact.

The North line for a large part of the

distance is upon a high table removed

from the river, and for two miles or more

upon the top of the watershed—the water

draining from it South into the Missisquoi

river and North into Canada. It is most-

ly embankment, much of it is thrown up

from side ditches. Consequently there

are comparatively few culverts and they

are small and safe. The South line on

the contrary is much nearer the edge of

this table, where it suddenly breaks off on

to the low intervals which border the

river, and where also it is frequently cut

through by deep ravines. This of course

involves much heavier cutting and fillings,

more and larger culverts, and also unsafe,

from the weight of embankment upon

them. This only shows why the work on

the short line happens to exceed so much

that upon the longer.

But a much more important consid-

eration is the difference in the character

of the material to be expected upon these

routes, and the strong probability that a

road-bed made from the grade line which

was drawn upon the profile of the South

line (and from which grade line the quan-

tities were calculated) would very much

exceed in cost any estimate based upon

the cuts and fills as then given. In or-

der to make this intelligible some details

of our own experience thus far, must be

given. It had been found that this table

land spoken of above, though sand upon

the surface became quicksand wherever a

cut was made fifteen feet in depth. And

in some places much less cutting than this

was sufficient to reach it. During the

winter we had opened a cut only six feet

in depth, worked upon it till it was

found useless to work longer, and no sooner

had we left, than it filled up again to

within two feet of the surface. This was

an exceptional case, perhaps due in part

to a swamp in the vicinity. But all of

the cuts for a mile or more west of the

disputed lines were of this character, at

varying depths within the above limits,

yet it was not until after much work was

done, a considerable length of heavy em-

bankment made, and some culverts also,

that the true character of this table was

suspected; although an Engineer of any

re-locate the line with reference to the

new grade, but this was finally decided

in the negative. But the increased cost

of the work occasioned by raising the

grade, and putting in additional culverts

which but for the quicksand was unnec-

essary, will amount to three thousand dol-

lars (\$3,000).

The experience here given will surely

warrant the remark before made, that an

estimate of the cost of the South line,

based only upon the cuts and fills as shown

by the profile, could not be a reliable es-

timate. There can be no reasonable doubt

that very much of the work upon that line

would be found similar to that just de-

scribed. And, if, to avoid quicksand,

the grade should be raised so that no cut-

ting should exceed twelve or fifteen feet,

the fills—already heavy—would become

simply enormous